

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

1. (Currently Amended) A running reserve indicator mechanism of a mechanical timepiece movement provided with a main barrel (23) for driving ~~the~~ a finishing gear-train and at least a second barrel (34) for driving a gear-train assigned to an auxiliary function that must be performed during a determined period, ~~characterized in that it comprises~~ the mechanism comprising:

[[-]] a running reserve indicator ~~means~~ comprising a hand (48) and a dial (49) used for reading the position of the hand,

[[-]] first and second gear-trains connecting, respectively, the main barrel and the second barrel to ~~said~~ the running reserve indicator ~~means~~,

[[-]] ~~said means~~ the running reserve indicator and ~~said~~ the first and second gear-trains being arranged so that the indicated running reserve corresponds to the time remaining to perform ~~said~~ the auxiliary function.

2. (Currently Amended) The mechanism as claimed in claim 1, ~~characterized in that said~~ wherein the running reserve indicator ~~means~~ and ~~said~~ the first and second gear-trains are arranged so that the indicated running reserve is that of the barrel having the shortest reserve.

3. (Currently Amended) The mechanism as claimed in claim 2, ~~characterized in that said~~ wherein the auxiliary function is a chronograph function, and wherein the running reserve indicator means and ~~said~~ the first and second gear-trains are such that:

[[-]] so long as the timepiece operates without the chronograph function, ~~said the~~ hand (48) starts moving only after a running time corresponding to the difference between the running time of the main barrel (23) and that of the second barrel (31), and

[[-]] as soon as the chronograph function is engaged, the hand (48) starts moving and indicates the running reserve of the barrel having the shortest reserve.

4. (Canceled).

5. (Canceled).

6. (Canceled).

7. (Canceled).

8. (Canceled).

9. (New) The mechanism as claimed in claim 2, wherein the running reserve indicator and the first and second gear-trains are such that:

so long as the rewinding of the timepiece has not reached a state corresponding to a running time equal to that of the second barrel, the dial rotates but the hand remains immobile, and

as soon as the rewinding has reached the state corresponding to a running time equal to that of the second barrel, the dial and the hand rotate at the same time.

10. (New) The mechanism as claimed in claim 3, wherein the running reserve indicator and first and second gear-trains are such that:

so long as the rewinding of the timepiece has not reached a state corresponding to a running time equal to that of the second barrel, the dial rotates but the hand remains immobile, and

as soon as the rewinding has reached the state corresponding to a running time equal to that of the second barrel, the dial and the hand rotate at the same time.

11. (New) The mechanism as claimed in claim 1, wherein the running reserve indicator also comprises:

a shaft to which the indicator hand is attached and the dial is mounted pivotingly,
a first wheel also attached to the shaft and furnished with a circular opening whose length corresponds to a running time substantially equal to the running time of the second barrel,

a second wheel mounted pivotingly on the shaft, fixedly attached to the dial and furnished with a lug situated in the circular opening,

a fourth wheel friction-mounted on the shaft, and

a first gearwheel attached to the shaft.

12. (New) The mechanism as claimed in claim 2, wherein the running reserve indicator also comprises:

a shaft to which the indicator hand is attached and the dial is mounted pivotingly,

a first wheel also attached to the shaft and furnished with a circular opening whose length corresponds to a running time substantially equal to the running time of the second barrel,

a second wheel mounted pivotingly on the shaft, fixedly attached to the dial and furnished with a lug situated in the circular opening,

a fourth wheel friction-mounted on the shaft, and

a first gearwheel attached to the shaft.

13. (New) The mechanism as claimed in claim 3, wherein the running reserve indicator also comprises:

a shaft to which the indicator hand is attached and the dial is mounted pivotingly,

a first wheel also attached to the shaft and furnished with a circular opening whose length corresponds to a running time substantially equal to the running time of the second barrel,

a second wheel mounted pivotingly on the shaft, fixedly attached to the dial and furnished with a lug situated in the circular opening,

a fourth wheel friction-mounted on the shaft, and

a first gearwheel attached to the shaft.

14. (New) The mechanism as claimed in claim 9, wherein the running reserve indicator also comprises:

a shaft to which the indicator hand is attached and the dial is mounted pivotingly,
a first wheel also attached to the shaft and furnished with a circular opening whose length corresponds to a running time substantially equal to the running time of the second barrel,

a second wheel mounted pivotingly on the shaft, fixedly attached to the dial and furnished with a lug situated in the circular opening,

a fourth wheel friction-mounted on the shaft, and

a first gearwheel attached to the shaft.

15. (New) The mechanism as claimed in claim 10, wherein the running reserve indicator also comprises:

a shaft to which the indicator hand is attached and the dial is mounted pivotingly,
a first wheel also attached to the shaft and furnished with a circular opening whose length corresponds to a running time substantially equal to the running time of the second barrel,

a second wheel mounted pivotingly on the shaft, fixedly attached to the dial and furnished with a lug situated in the circular opening,

a fourth wheel friction-mounted on the shaft, and

a first gearwheel attached to the shaft.

16. (New) The mechanism as claimed in claim 11, wherein the first gear-train connects a tooth gear of the main barrel to the first gearwheel and comprises:

a fifth wheel fixedly attached in rotation to the first gearwheel and provided with a circular opening whose length corresponds to the difference between the running time of the main barrel and that of the second barrel, and

a sixth wheel fixedly attached in rotation to the tooth gear mounted free in rotation on the shaft of the fifth wheel and furnished with a lug situated in its opening.

17. (New) The mechanism as claimed in claim 16, wherein the first gear-train also comprises, inserted between the sixth wheel and the tooth gear of the main barrel, a seventh wheel friction-mounted and a wolf-tooth gear mobile.

18. (New) The mechanism as claimed in claim 12, wherein the first gear-train connects the tooth gear of the main barrel to the first gearwheel and comprises:

a fifth wheel fixedly attached in rotation to the first gearwheel and provided with a circular opening whose length corresponds to the difference between the running time of the main barrel and that of the second barrel, and

a sixth wheel fixedly attached in rotation to the tooth gear mounted free in rotation on the shaft of the fifth wheel and furnished with a lug situated in its opening.

19. (New) The mechanism as claimed in claim 18, wherein the first gear-train also comprises, inserted between the sixth wheel and the tooth gear of the main barrel, a seventh wheel friction-mounted and a wolf-tooth gear mobile.

20. (New) The mechanism as claimed in claim 13, wherein the first gear-train connects a tooth gear of the main barrel to the first gearwheel and comprises:

a fifth wheel fixedly attached in rotation to the first gearwheel and provided with a circular opening whose length corresponds to the difference between the running time of the main barrel and that of the second barrel, and

a sixth wheel fixedly attached in rotation to the tooth gear mounted free in rotation on the shaft of the fifth wheel and furnished with a lug situated in its opening.

21. (New) The mechanism as claimed in claim 20, wherein the first gear-train also comprises, inserted between the sixth wheel and the tooth gear of the main barrel, a seventh wheel friction-mounted and a wolf-tooth gear mobile.